A LIST OF REFERENCES

TO THE MORE IMPORTANT BOOKS AND

ARTICLES ON GOVERNMENT CONTROL AND OPERATION

OF

RAILROADS.

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Old-time "government control."
(Nation,v.106:99-100; January 24,1918)

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The railway wage commission.
(Railway age,v.64:193;January 25,1918)
Order of the Director general of railroads,creating a railroad wage commission,January 18,1918.

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Make it solely a war measure.
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(Commercial and financial,v.106;362;January 26,1918)

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The financial situation.

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Hearings on Administration bill.

The Danger of government control of railroads.

(Commercial and financial chronicle v.106.[12-21]. June 14,1918)

Thorne, Clifford.

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Government regulation.

Rates and service.

When is a transportation route a system?

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Transportation problems from the standpoint of the shipper.

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Ranney, William B.

Effect of presidential direction of railroad in relation to the operation of private enterprise.

State public service commission for the District of Columbia.

Temporary authority on all freight except food, fuel and munitions.

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Government ownership.

Railway age.[Editorial]

Railway age gazette.

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Distribution of the Brookings report.

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Lines it [illegible]

(Railway age gazette v.64.[24-26]. June 14,1918)

Bill providing for federal control of railroads.

(Commercial and financial chronicle v.106.[12-21]. June 14,1918)

Periodical articles,etc.,cont'd.

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The Fate of the Railroads.
(Independent,v.93:136;January 26,1918)

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Changing status of the traffic solicitor.
(Railway review,v.62: 128;January 26,1918)

Warfield,S.Davies.
Attitude of railroad owners.
(Traffic world,v.21:176-178;January 26,1918)
Circular as president of the National association of owners of railroad securities in regard to the action of the government in taking over the railroads.

Holland.(pseud)
Holland's letter. Col.W.B.Thompson points out urgent need of government protection for railroad securities.
(Wall street journal,January 28,1918,p.2,col.2)

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Additional January periodical articles.

Holland.(pseud)
Holland's letter. Selection of Secretary McAdoo as director of railroads commended as a good beginning.
(Wall st. journal,January 1,1918,p.9,col.5)

.....Holland's letter. J.P.Morgan expects great relief in taking over railroads. Hearty support to be given McAdoo.
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Dunn,Samuel O.
Letter giving information and references to articles on railway operation in war and discussion of the Administration railroad control bill,January 8,1918.
Chicago,1918, 2 p. mime.

Holland.(pseud)
Holland's letter. Coal shortage predicted last September-Need of a freight traffic tunnel under Hudson river.
(Wall street journal,January 8,1918,p.7,col.5)
...comment on use of Hudson passenger tubes to relieve congestion at New York City....

Roosevelt,Theodore.
U.S. control of railroads necessary...
(Washington[DC] star,January 8,1918,p.8,col.6)
Colonel declares so-called anti-trust law just as mischievous in peace as in war.

U.S.Congress.House.Comm.on interstate and foreign commerce.
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Holland,(pseud)
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protection for railroad securities.
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commended in view [illegible]
(Wall st. journal,January 1,1918,p.2,col.3)

Holland's letter. A Morgan expression [illegible] in [illegible] of railroads
rarely already to be given [illegible]
(Wall street journal,January 3 1918,p.2,col.3)

Lunn,Harold C.
Better giving information and [illegible] regarding operation
in war and discussion of the [illegible] [illegible] Jan-
ary 8 1918.
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(Wall street journal,January [illegible])
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of New York [illegible]...

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The Railways and the government. A poll of public opinion.
(Outlook,v.118: 48-50;January 9,1918)
[Opinions of organs of socialists,organized labor,railway operators, capital and general opinion...]

Holland.(Pseud)
Holland's latter. Government officials and others deeply interested in the development of railroad control....
(Wall street journal,January 10,1918,p.7,col.2)

Peabody,George Foster.
From railways to coal.
(Public,v.21:57-58;January 11,1918)
...letter to the public...

Railway age.[Editorial]
Proposed legislation for war control of railroads.
(Railway age, v.64:98;January 11,1918)

Sproule,William.
Sproule on government control.
(Railway age,v.64:140;January 11,1918)
....a recent public statement....

Hearings on administration bill providing for compensation to railroads during Federal control.
(Commercial and financial chronicle,v.106:157;January 12,1918)

Will the government keep the roads?
(Literary digest,v.56:January 12,1918,p.12)
...quotes newspaper and magazine opinion from various parts of the country...

Lenroot,Irving L.
[Speech on the power delegated to the President to operate the railroads]
(Congressional record,v.56:898-900;January 14,1918,Daily edition)

Carter,W.S.
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(Brotherhood of locomotive firemen and enginemen's magazine, v.64:12; January 15,1918)

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(Wall street journal,January 14,1918,p.2,col.2)

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U.S. control of railroads necessary.
(Washington[D.C.] star,January 19,1918,p.1,col.1)
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(Brotherhood of locomotive firemen and enginemen's magazine, v.64:12; January 15,1918)

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The government buying its railway operation.
(Outlook, v.117: 41, January 9, 1918)

The Railways and the government. A poll of public opinion.
(Outlook, v.118: 38-39, January 12, 1918)
[Opinions of persons of authority, organized labor, railway operators, capital and general public.]

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Holland's letter. Government officials and non-union men, interview
in the development of Pacific Northwest, and strike in Pacific Northwest
(Wall street journal, January 10, 1918)

Fasnacht, George Poster.
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(Public, v.21: 57-58, January 11, 1918)
Letter to the Public.

Railway age. [Editorial]
Proposed legislation for war control of railroads.
(Railway age, v.64: 98, January 11, 1918)

Sproule, William.
Canada on government control.
(Railway age, v.64: 140, January 11, 1918)
...a recent public address...

Hearings on legislation bill providing for temporary possession of railroads during federal control.
(Commercial and financial chronicle, v.106: 177, January 12, 1918)

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(Congressional record, v.56: 236-240, January 12, 1918)

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The way the railroads [illegible]
(Brotherhood of Locomotive Firemen and Enginemen's magazine, v.64: 1-2, January 12, 1918)

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Dunn,Samuel O.
Enter--- Railroad control.
(Nation's business,v.6:15;February,1918)

The Government and the railroads.
(Railway employes magazine,v.13:337;February,1918)..
Reprint of early orders of the Director-general..

Government control of railroads.
(Railroad trainman,v.35:81-84;February,1918)

Little,J.A.
Steps leading to public operations of the railways.
(Utilities,v.3:5-9;February,1918)
Government operation a necessary war policy..

The New railroad control. Evidently it simply means that the government is going to do its best.....
(Public service,v.24:February,1918,p.44)

Noyes,Alexander Dana.
The railways, the German peace overtures and the market.
(Scribner's magazine,v.63:257-258,ad sec.44,February,1918)

One month of Federal control.
(Railway mechanical engineer,v.92:85; February,1918)
The Director general appoints three regional directors, a wage commission and other assistants.

Speare,Charles F.
Uncle Sam takes the railroads.
(American review of reviews, v.57:159-165;February,1918)

Underwood,F.D.
The greatest monopoly in the world's history.
(Railway and marine news,v.16:13;February,1918)
The new government control of railroads.

Van Metre,T.W.
The problem of unified railroad operation.
(Academy of political science,Proceedings,v.7:February,1918,p.88-92)

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Time for return of roads.
(Traffic world,v.21:205;February 2,1918)

Van Metre,T.W.
Responsibility for railway chaos.
(New Republic,v.14:February 2,1918,p.17-20)
Criticism of G.W.Wickersham's statement in N.Y.times,Jan.19...

Government
Operation.25. Periodical articles,etc..

1918,February.
Cohn,Samuel D.
Interurban railroad contest.
(Nation's business,v.6:13,February,1918)

The Government and the railroad.
(Railway employes magazine,v.12:237-238,May,1918)
Reprint of early orders of the director-general.

Government control of railroads.
(Railroad training,v.35:58-61,February,1918)

Litts,J.A.
Steps leading to public operation of the railroads.
(Utilities,v.3:5-9,February,1918)
Government operation a success.

The new railroad control. What it is and what it
going to do in the future.
(Public service,v.11:Feb.,1918,p.1-4)

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The railways, the government and the people.
(Scribner's magazine,v.63:257-268,March,1918)

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(Railway mechanical engineer,v.92:Jan.,1918)
The Director General appointed.
Organization and duties of officers.

Sparks,Charles E.
Shall the state take the railroads?
(American review of reviews,v.57:Jan.,1918)

Underwood,J.H.
The great change in railway management.
(Railway age gazette,v.64:Jan.,1918)

Van Hise,Charles R.
Transportation and the war.
(Outlook,v.118:Jan.,1918)

Tranquillity in the railroad world.
(Outlook,v.118:Jan.,1918)

Van Hise,Charles R.
Government control of railways.
(Outlook,v.118:Jan.,1918)

1918, Feb.
Lee, W.G.
Roads' collapse held intentional. Desire to discredit federal control and 8-hour law, Lee and Garretson allege. New York banks blamed.
(New York times, February 6, 1918, p.7, col.3)

New York Sun. [Editorial]
Mr. Lee's love of sensation.
(New York sun, February 7, 1918, p.6, col.7)

Crane, Frank.
Government ownership.
(Washington star, February 8, 1918, p.18, col.4)
The present government operation.

Railway age. [Editorial]
Making a revolution while you wait.
(Railway age, v.64:294; February 8, 1918)
Difficulty to railroad men in changing mental attitude of competition.

Priority of shipment.
(Railway age, v.64:321; February 8, 1918)
New priority regulations.

The Railroad control bill is reported. Committee amendments provide for termination of government control...
(Railway age, v.64:325-326; February 8, 1918)

Railway review. [Editorial]
[What is the purchasing division of the office of Director general going to do?]
(Railway review, v.62:201; February 9, 1918)

Senate and House committees' revision of Administration railroad bill.
(Commercial and financial chronicle, v.106:560-561; February 9, 1918)

Traffic world. [Editorial]
Are the railroads slacking?
(Traffic world, v.21:271; February 9, 1918)

.....The rate making power.
(Traffic world, v.21:272; February 9, 1918)

.....Representation for shippers.
(Traffic world, v.21:271; February 9, 1918)

Transportation uncertainty.
(Traffic world, v.21:276; February 9, 1918)
...in the minds of railroad men and the Interstate commerce commission as to the intentions of the Director general...

Government
Operation.Ed.
Periodical articles,etc.

1918,Feb.
Lee,W.G.
Roads' collapse made transportation.Begins to direct attention to national shortcomings
and 8-hour law,Lee and Garretson differ.Not fair to employers,Lee.
(New York times,February 4,1918,p.7,col.2)

New York Sun.[Editorials]
Mr. Lee's law of sensation.
(New York sun,February 7,1918,p.6,col.7)

Crane,Frank.
Government ownership.
(Washington star,February 8,1918,editorial)
The problem of government operation.

Railway age.[Editorials]
Making a bargain with Lee.
(Railway age,v.64,February 8,1918)
Illegality to railroad men in changing postal letters into or
compliments.

Priority of shipments.[Editorial]
(Railway age,v.64,February 8,1918)
New priority regulations.

The Railroads contribution to the success of the war.
Continuation of government control.
(Railway age,v.64,February 8,1918)

Railway rev.[Editorial]
Great L. Lee problem.Wrong policy of the office of Director General is
to quit.
(Railway rev.,v.62,February 9,1918)

Speeds and hours controversy.Wonderful advance made in a year.
(Commercial and financial chronicle,February 9,1918)

Traffic World.[Editorials]
Free the railroads.
(Traffic world,February 9,1918)
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(Traffic world,February 9,1918)
Transportation and industry.
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Transportation and industry.
(Traffic world,February 9,1918)
...in the hands of Director General Lee.
mistake as to the relations of the Director General.

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McAdoo, William Gibbs.
The problem of the railways.
(New York sun, February 10, 1918, p.1-2, Magazine section)
Secretary McAdoo on government control....

Wall stree journal. [Editorial]
Government regulation.
(Wall street journal, v.71: February 11, 1918, p.1, col.2)
...We now have government control in the best sense...

Anderson, George W.
Address... at the New England traffic league, Boston, Mass., February 12, 1918.... 36 p.. typewritten 4°
On government operation, the questions to be faced, alleged disloyalty of railroad officials, etc...
Reprinted in Railway age, February 22, 1918...

Shea, Timothy.
Asserts railroads evade 8-hour law. Chares by other brotherhoods backed up by firemen's president at hearing....
(New York times, February 12, 1918, p.15, col.4)

Kellogg, Frank B.
Railroad control. Speech...in the Senate of the United States, February 13, 1918. Washington, 1918. 54 p. 8°
Also in Congressional record, v.56: 23302344; Feb.15, 1918, Daily ed.
"Experience of state operation in France" p. 43 Appendix B.
Abstract in Railway age, v.64: 397-398; February 22, 1918.

McLean, George B.
Permanent government operation of railroads. Speech...in the Senate of the United States, Wednesday, February 13, 1918.
Washington, 1918. 1 6 p. 8°

Shea, Timothy.
Charges railroads overwork men. Shea alleges violation of 16-hour law under government operation...
(New York times, February 13, 1918, p.6, col.4)

Guyot, Yves.
Le Président Wilson et les chemins de fer américains.
(Journal des économistes, 77th year: 225-231; February 15, 1918)

Railway age. [Editorial]
Relations of railway officers and employees.
(Railway age, v.64: 343; February 15, 1918)
Lack of discipline under government operation.

18, February.

U.S. Railroad Administration....

Activities of the railroad administration...

(Railway age, v.64:274-396; February 15, 1918)

...transportation conditions improved; a motor truck committee appointed; grand indications...

NOTE:- A Bulletin, partially entitled "Things of the Railroad Administration" has been running weekly in the Railway Gazette since January, 1918. In it are noted the organization of the Director General, changes in staff, orders and circulars of national directors, etc.

A similar section has been running in the Railway Age, under the heading "The Impact of Government Control" since [illegible]. The weekly sections afford a [illegible] of the activities of the Administration as shown in the documents issued by the various departments thereof.....

Probability of deficit under government operation.

(Railway Age, v.64:[illegible]; February 15, 1918)

Railroad cross-ranking for January.

(Commercial and financial chronicle, v.106:[illegible]; [illegible])

Showing the results of government control...

The Railway Gazette [illegible].

(Road transportation bulletin, [illegible])

The modification in rights of [illegible]...

Traffic World. [Editorial]

The [illegible] [illegible]

(Traffic World, v.[illegible]; February 16, 1918)

Relation of the railroad industry to the government control...

(Commerce and finance, [illegible])

Testimony of [illegible] Director of Railroads [illegible] commission activity.

Walter, Lucius.

Views of Lucius Walter [illegible]

Be taken over.

(Traffic World, v.[illegible]; February [illegible])

Statement before the Senate Interstate Commerce Committee [illegible]

Railway Age. [Editorial]

Railroad control [illegible]

(Railway Age, v.[illegible])

On the Work and [illegible]

Wilson, George H.

[Speech on] the railroad bill [illegible]

(Railway [illegible])

[illegible]

Railway [illegible]

1918, February-March.
Commercial and financial chronicle.[Editorial]
The genesis of our railroad troubles- lines of sanity.
(Commercial and financial chronicle, v.106:751-754; Feb.23, 1918)
Bad restriction resulting in present difficulty.

Hersey, Ira G.
Control of the government by the railroads...
Washington, 1918. 15 p. 8°
Speeches in the House of representatives, Feb.23..and Feb.28, 1918.

The Necessity for government control.
(Trade and transportation bureau. Our weekly letter, February 23, 1918)

Railroad bookkeeping necessary.
(Traffic world, v.21:373; February 23, 1918)
...result of the announcement that not all roads would be taken over...

Railway review.[Editorial]
Deferred maintenance. A little study in values of methods.
(Railway review, v.62:275; February 23, 1918)

.....[Disappointment of railway managers over the present situation]
(Railway review, v.62: 284; February 23, 1918)

Removal of rail officials.
(Traffic world, v.21:366; February 23, 1918)
...would probably result in resistance of owners and investors.

Some McAdoo follies.
(Traffic world, v.21:366; February 23, 1918)
...the order concerning demurrage and abolishing railroads associations, contributions, etc...

Traffic world.[Editorial]
Shippers asleep at the switch.
(Traffic world, v.21:365; February 23, 1918)

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1918, March.
Dunn, Samuel O.
Government adopts course railroads long sought.
(Public service, v.24:75; March, 1918)

Government control of transportation.
(Journal of political economy, v.26: 307-309; March, 1918)
..the House and Senate bills...

Government railway control.
(Railway employees magazine, v.19:345; March, 1918)
No state directors- Three grand divisions...

Government
Operation.27. Periodicals. Articles, etc..

1918. Industry-Labor.
Commercial and financial chronicle.[Editorial]
The remedy of our railroad troubles- lines of sanity.
(Commercial and financial chronicle,v.106:731-734,Feb.23,1918)
Bad restriction results in very [illegible]

Hersey, Jay E.
Control of the government by the railroads...
Washington,1918. 15 p. 8°
Speeches in the House of Representatives...Feb.22..and [illegible]

The Necessity for government control.
(Trade and transportation bureau,Our weekly list,v.[illegible])

Railroad bookkeeping necessary.
(Traffic world,v.23:371 February [illegible])
...result of the bookkeeping [illegible]
taken over...

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Deferred maintenance. A little [illegible]
(Railway review,v.62:[illegible])

...Disappointment of railway managers over the [illegible] situation.
(Railway review,v.62:[illegible])

Removal of rail officials.
(Traffic world,v.23:[illegible])
...could probably result in [illegible] of commerce and industry.

Some defects [illegible].
(Traffic [illegible],v.23,[illegible])
...the [illegible] and [illegible] railroads
[illegible]...

Traffic world.[Editorial]
Shippers [illegible].
(Traffic world,v.23:[illegible])

1918. Labor.
Turner, [illegible].
Government [illegible] [illegible].
(Railway [illegible])

Government control of transportation.
(Journal of political [illegible])
[illegible]

Government railway control.
(Railway [illegible])
[illegible]

1918, March.

Stockbridge, Frank Parker.
Unclogging the railroads to get coal. How New York's coal famine was relieved and how the government is running the railroads.
(Popular science monthly, v.92: 382-386; March, 1918).

Railroad salaries and New York offices under investigation.
(Railway age, v.64: 471; March 1, 1918)
...with reprint of General order no.9...

Railway age. [Editorial]
Railway ownership and other industries.
(Railway age, v.64: 436; March 1, 1918)
What the effect of government ownership on other industries would be as shown by the present government operation.

U.S. Railroad administration....
McAdoo's instructions to regional directors.
(Railway age, v.64: 443-444; March 1, 1918)
Outline of their functions, and of policy of Director general for operation under government control...

Commercial and financial chronicle. [Editorial]
The final accounting of the government to the railroads.
(Commercial and financial chronicle, v.106: 858-860; March 2, 1918)

Hungerford, Edward.
A new hand at the throttle.
(Saturday evening post, v.190: March 2, 1918, p.24, 26, 29)
William Gibbs McAdoo...

Traffic world. [Editorial]
Shippers and rate power.
(Traffic world, v.21: 422; March 2, 1918)

Hersey, Ira G.
Government control of railroads.
(Congressional record, v.65: 3331; March 5, 1918, 65th Cong., 2d sess)
.. in the House of representatives, Thursday, February 28, 1918)

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(Railway age, v.64: 519; March 8, 1918)

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What shall we do with our railways?
(Collier's, v.60: March 9, 1918, p.7, 31-34)
The argument against government ownership.

Forman, Henry James.
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(Collier's, v.60; March 9, 1918, p.5-6)

Government railroad economy.
(Traffic world, v.21: 538; March 9, 1918)
Economies made possible by the elimination of competition will be no real reduction...

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Stockbridge, Frank Parker.
Developing the railroads to strengthen the New York canal, freight rates
reduced and modified, commerce stimulated, population increased.
(Popular science monthly, v.92: 288-297; March, 1918.

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(Railway age, v.64: 491; March 1, 1918.
...with reprint of General order no.5...

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(Railway age, v.64: 425; March 8, 1918.
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be as shown by the present government [illegible]
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operation under government control...

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The final acceleration of the government [illegible]
(Commercial and financial chronicle, v.106: 8[illegible]; March 9, 1918.
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A new and [illegible]
(Strategy overtaking [illegible]
...William Gibbs McAdoo...

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(Traffic world, v.[illegible]; March [illegible], 1918.

Hersey, Ira [illegible]
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(Congressional record, [illegible]
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Railroad [illegible] to [illegible]
[illegible]
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Pumpelly, [illegible]
[illegible]
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Ferrum, Hugh [illegible]
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(Traffic world, v.[illegible]; March [illegible], 1918.
Economies and [illegible] the elimination of [illegible]

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(Traffic world,v.21: 538; March 9,1918).
Effects on the shippers..

Committees named to assist railroads' finance division,approved by Director McAdoo. All men of wide experience...
(Official bulletin,v.2:March 13,1918,p.1,2)

Freight traffic soon normal again. McAdoo announces early return to ordinary commercial conditions on railroads....
(New York times,March 13,1918,p.13,col.2)

Government railroad operation legislation.
(Brotherhood of locomotive firemen and enginemen's magazine,v.64:March 15, 1918,p.20)
Federal management to extend to all roads including small properties.

Railroad control bill passed by the Senate. Period limited to 21 months after the war.
(Railway age,v.64: 553-557;March 15,1918)

Selling to railroads under Government control..
(Railway age,v.64: 543-544; March 15,1918)

Bill providing for government control of railroads goes to President Wilson.
(Commercial and financial chronicle,v.106:1091;March 16,1918)

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(Traffic world,v.21:583-586;March 16,1918)

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Government and the railroads.
(Annalist,v.11:295;March 18,1918)
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Railroad executives' salaries now and in the past. Reductions for leaders of services given free....
(Wall street journal,March 18,1918,p.3,col.2)

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8 p. (Public no.107:65th.Cong. S.3752)
Text in the Traffic world,March 23,1918,p.636.
Express gazette,April,1918,p.113.

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(Railway age,v.64: 703-705; March 22,1918)

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Revolutionising railroad organizations.
(Railway age,v.64: 694; March 22,1918)
Changes made by Mr. McAdoo....

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(Traffic world, v.21: 639; March 23, 1918)

Process under new law.
(Traffic world, v.21: 639; March 23, 1918)

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(Investment weekly, v.20; 7; March 23, 1918)
...their status under this measure...

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The demands of patriotism.
(Traffic world, v.21: 613-614; March 23, 1918)
Those indulging in criticism of the Railroad administration should not be criticised for lack of patriotism...

Prince, Theodore.
Railroad control helps the companies.
(New York times, March 24, 1918, Section 10, p.7)
Wall street broker, analyzing and appraising effects of government war measure, sees new reconstruction era.

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(Annalist, v.11: 319; March 25, 1918)

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(Wall street journal, March 27, 1918, p.2, col.2)

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The railroads under government control.
(Nation, v.106: 368-370; March 28, 1918)

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Solicitors out of jobs.
(Traffic world, v.21: 669-670; March 30, 1918)

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HungerfordmEdward.
Uncle Sam- Traffic manager.
(Travel, v.30; April, 1918, p.26-29)

Protest of R.R. employes' representatives against time limit for government control.
(Brotherhood of locomotive firemen and enginemen's magazine, v.64, April 1, 1918, p.1-2)

The New railway era.
(Outlook, v.118: 519; April 3, 1918)

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The demands of patriotism.
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not be overlooked [illegible]...

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(Travel, v.30; April, 1918, p. 25-29)

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(Railway age, v. 64: 825-30; Apr. 5, 1918)

Government control of railway traffic departments. Abandonment of solicitation and advertising.
(Railway age, v.64: 909; April 5, 1918)

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(Railway age, v.64: 823; Apr., 5, 1918)

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(Railway age, v.64: 943-946; April 5, 1918, Investment economist section)

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(Railway age, v.64:937-939; April 5, 1918, Investment economist section)

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(Traffic world, v.21: 725-26; Apr. 6, 1918)

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(Scientific American, v.118: 314-315; April 6, 1918)

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46 p. 17 cm.

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(Commercial and financial chronicle, v.104: 1444-1445; April.14,1917)
Bill introduced by Representative Adamson, April 13, 1917.

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The railroads and the war.
(Traffic world, v.19: 773-774, 830, April 14, 1917)

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(Congressional record, v.56: 5574, 5603, 5649, April 16, 17, 1918)

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(Railway age, v.64: 1033-038; April 18, 1918)
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(Railway age gazette, v.62: 825-826; April 20, 1918)

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Port of New York the nation's transit key.
...U. S. control of railroads gives chance to solve problem that hampers war and commerce...
(New York sun, April 21, 1918, p.8)

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(D.C., March 2, 1918)
ABSTRACT in American telegraph and telephone co. Bulletin of current decisions, April 22, 1918
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American railroads and government control.
(Railway gazette, v.28: 482-83; April 26, 1918)

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The financial situation.
(Commercial and financial chronicle, v.106: 1714-1715; April 27, 1918)
Disorganization of railways likely to ensue from the wholesale dismissal of officials and closing of offices, as directed by the Director-general...

McAdoo's axe falls.
(Traffic world, v.21: 896-897; April 27, 1918)
Abolition of various committees and bureaus.

Traffic world [Editorial]
The railroad problem.
(Traffic world, v.21: 878; April 27, 1918)
Bad policy of discontinuing associations.

1918 April.
Holland. (pseud)
Holland's letter. Erie canal built to compete now taken over to cooperate with railroads.
(Wall st. jour., April 25, 1918, p.6, col.3)

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(Wall st. jour., April 26, 1918, p.2,col.2)
Government operation of various inland waterways under United States Railroad Administration.

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Creel, George.
Railroads our war bow. Airplanes, artillery, men and machine guns are but bullets for which transportation is the powder in the great struggle in which we are engaged.
(Mutual magazine, v.3, May, 1918, p. 64-65)

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Negotiations regarding railway compensation.
(Railway age, v.64: 1108; May 3, 1918)

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Government control of American railways.
(Railway gazette, v.28: 510-11; May 3, 1918)

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(Railway gazette, v.28:522;May 3, 1918)

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The railroad revolution.
(Railway age, v.64: 1171-1172; May 10, 1918)
Extracts from an address to railroad employees at El Paso, Texas, April 17, 1918.

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(Traffic world, v.21: 999; May 11, 1918)
The tendency toward mileage rates.

Government delay in paying bills affects business.
(Wall st. jour., May 11, 1918, p. 4, col. 5.)
...how it affects railroads...

March, Arthur Richmond.
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(Economic world, n.s., v.15: 651-52; May 11, 1918)

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Extract from opinion of counsel of May 21, 1918, with marginal notes referring to subsequent modifications in contract...
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Holland's letter. New state barge canal completes another great freight route from Great Lakes to Hudson river.
(Wall st. jour., May 20, 1918, p.2, col. 4.)

McAdoo approves billion of railroad railroad construction.
...authorizes the work but says nothing as to the manner of financing it...Largest allowances to Eastern trunk lines.
(Wall st. Journal, May 21, 1918, p.6, col.2)
Editorial comment: Railroad expansion, p.1,col.2-3)

Untermayer, Samuel
[Preliminary report on status of negotiations for a contract for the railroads having a standard return, between such railroads and the Director-general of railroads.]...May 21, 1918...
Washington, 1918, 8 p. mime. 4°
Letter to S. Davies Warfield.

Virginian railroad has another president. Director-general McAdoo retires C. W. Huntington as chief operating officer and appoints J. H. Young...
(Wall st. jour., May 22, 1918, p.6,col.5.)
C. W. Huntington's removal p.7, col.3.

Railroad budget points to intensive development.
Practically no mileage expansion...
(Wall st. jour., May 24, 1918, p.7, col.2)

Railroad heads call McAdoo order logical...No large reduction of employes looked for...
(Wall st. jour., May 24, 1918, p.9,col 1.)
...removal of presidents...

Railroad salary cutting may be poor economy. Will not attract railroad men to operating end where ability is now needed....
(Wall st. jour., May 24, 1918, p. 9, col.5)

Rea and Willard displaced. Removed as operation officials of Pa. and B & O., but may look after corporate matters...
(Wall st. jour., May 24, 1918, p.8,col 3.)

Wall st. journal [Editorial]
The railroad "shake-up"
(Wall st jour., May 24, 1918, p.1,col.2)
...dismissal of presidents, beginning with Huntington.

Hungerford, Edward.
The railroads and your summer trip.
(Leslie's weekly, v.126: 717,734-735; May 25, 1918)

Marsh, Arthur Richmond.
Mr. McAdoo's new plan for, the operation of the railroads.
(Economic world, n.s., v.15: 723-724; May 25, 1918)

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Transportation problem. Can the railways meet the demands of next autumn?
(New York evening post, May 25, 1918, p.3)

Another milestone passed in railway progress. Removal of carriers' presidents no radical step in the spread of government control....
(Annalist, v.11: 536; May 27, 1918)

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Holland's letter. Removal of presidents endorsed as inevitable, though government ownership may result...
(Wall st. jour., May 28, 1918, p.2,col.4)

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Casual views on federal control...
[New York, 1918] 11 p. 8°
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The control of the American railways.
(Railway gazette, v.28: 626-27; May 31, 1918)
Contrast between control in Gt. Britain.
Editorial comment, p. 622.

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Nearly a billion for upkeep...Railroad operation by the Government...
$300,000,000 more of railroad wages...Rail rates to go up with wages.
(Review of review, v.57:590-91; June 1918)

Waterman, Richard.
U.S.A. lines all points. How the national railroad administration is organizing in order to weld...one transportation system.
(Nation's business, v.6: June, 1918, p. 14-15,43)

Holland. (pseud)
Holland's letter. Power of four former great railroad forces compared with that of Director general McAdoo.
(Wall st. jour.,June 1, 1918, p.2,col.4)

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Developments under government control.
(Railway review, v.62: 796-98; June 1, 1918)
Wage increase, Rate increases, express companies merger. Now a government operation of the railroads rather than government control of operation.

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The vindication of the railway managers.
(Railway age, v.64: 1407; June 14, 1918)

Commercial and financial chronicle. [Editorial]
The railroads and the forgotten security holders.
(Commercial and financial chronicle, June 15, 1918)
Reprinted as Broadside by National association of owners of railroad securities...

Offsets to economy.
(Traffic world, v.21:1316;June 15, 1918)
Anxiety of officials over losing their positions, anxiety of stockholders, etc.

Holland. (Pseud)
Holland's letter. New Haven system shows effect of good operating methods...
(Wall st. jour., June 17, 1918, p.2, col.4)
...comment on appointment of Federal manager...

High cost of travel.
(Wall st. journal straws, June 20, 1918, p.2,col. 1.)
...does not seem to affect volume...

Morawetz, Victor.
Railway compensation. The intentions of federal control act and proposals for carying them out.
(New York times, June 20, 1918, p. 12, cols. 7,8)

New consolidated ticket offices.
(Wall st. jour., June 20, 1918, p.5,col.4)
...in various cities...

Railway age [Editorial]
Government operation vs. private management and profit sharing.
(Railway age, v.64: 1454-455; June 21, 1918)
As applied to the express service.

Railway age [Editorial]
Selling machanical supplies under government operation.
(Railway age, v.64: 1454; June 21, 1918)

Mr. McAdoo's good intentions regarding the railroads.
(Commercial and financial chronicle, v.106:2595-596; June 22,1918)
As shown by his statement of the purposes he is seeking to accomplish.

Pacific rate adjustment.
(Wall st. journal, June 22, 1918, p.5, col. 4)
...joint thru rates between all points of the Pacific coast and inter-mountain territory east of Miss. and south of the Ohio to and from Pacific coast and intermountain territory...

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Traffic world [Editorial]
Winning the war.
(Traffic world, v.21:1341-342; June 22, 1918)
Doubt of the efficiency of the Railroad administration.
Advocates of government ownership pleased.

Railway age [editorial]
The reorganization of the railways.
(Railway age, v.64: 1548; June 28, 1918)

Federal operation of railroads conserves facilities.
(New York Evening post war industrial supplement, June 29, 1918 p8)
A list of 15 points in which government administration has improved operation.

Traffic world [Editorial]
Six months of federal control.
(Traffic world, v.21:1390; June 29, 1918)

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Carter, Charles Frederick.
Government ownership. Ultimate result of "scrambling" of the railroads considered.
(Way-bill, v.9: July, 1918, p. 9)
Reprinted from Leslie's.

The Evening Post's view of federal operation of railroads.
(Railroad herald, v.22: 162-64; July 1918)
From the "War industrial supplement" of the N.Y. Evening post of June 29, 1918.

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Our railroads under government control.
(World's work, v.36: 293-302; July 1918)

Railroad improvements for the port of New York.
(Freight handling and terminal engineering v.4:232-34; July, 1918)

Holland (pseud)
Holland's letter. Increased railroad fares and postage rates found to reduce revenues for roads and post office...
(Wall street journal, July 2, 1918, p.1, col 2.

Southern roads detached and recombined by U. S. Portions of Atlantic coast line and 'Frisco with A. B. & A. make new 2,000-mile operating system.
(Wall street journal, July 2, 1918, p.8, col. 4)

Railway gazette [Editorial]
U.S.Railroad administration and the railway officers.
(Railway gazette v.29: 4; July 5, 1918)

1918, June.
Traffic world [Editorial]
Winning the war.
(Traffic world, v.21:1241-1242, June 29, 1918)
Doubt of the efficiency of the Railroad administration.
Advocates of government ownership pleased.

Railway age [Editorial]
The nationalization of the railways.
(Railway age, v.64:1241-1242, June 28, 1918)

Federal operation of railroad terminal facilities.
(New York Evening post war industrial supplement, June 29, 1918)
A list of 15 points in which government ownership would improve operations.

Traffic world [Editorial]
Six months of federal control.
(Traffic world, v.21:1267, June 29, 1918)

1918, July.
Carter, Charles Frederic.
Government ownership. Ultimate results of "a revolution" [illegible]
Railroads considered.
(Nor-west, v.4:[illegible], July, 1918)
Reprinted from Outlook.

The Evening Post's view of Admiral [illegible] resignation.
(Evening post, v.[illegible], July 1918)
Does the "Post" approve "experiment" of "Traffic" [illegible]
of June 29, 1918.

Traffic
Our policy in [illegible]
(Traffic world, v.[illegible])

Railway [illegible]
(Railway [illegible])

Hall, [illegible] (James)
Hallwell's letter. [illegible]
Found [illegible]
(Hall [illegible])

Southern [illegible] Railway [illegible]
[illegible]

Railway [illegible] [Editorial]
U.S. Railroad [illegible]
(Railway [illegible])

1918, July.

McAdoo endorses store door delivery. New service system will be organized at once...To take steps to prevent freight congestion...
(Journal of commerce, July 9, 1918, p.3, col. 1)

Morgan, W. F.
New delivery plan warmly endorsed. Will prove of enormous value says W. F. Morgan...
(Journal of commerce, July 9, 1918, p. 7, col. 3)

*New railroad systems are steadily evolving. Regrouping of lines under Feberal control breaking up old operating units to form new ones. But some of the larger roads in the west are under a single Federal manager who reports to different regional directors for different portions of his property. Ownership is not affected...
(Wall street journal., July 8, 1918, p.2, col. 2)

* Rail conference called. Director general McAdoo has new ideas for improving service.
(Journal of commerce, July 8, 1918, p.3, col.7)

Wilson, H. G.
Transportation, present and future.
9 p. Typewritten ms.
Address before the National hay convention, July 10, 1918.

National association of owners of railroad securities.
[...Letter to Railway executives advisory committee, referring to tentative draft of contract for the Federal control and operation of railroads during the period of the war...] July 11, 1918, Baltimore, Md., 1918. 7 p. 4°

McAdoo wanted at home.
(Traffic world, v.22: 83-84; July 13, 1918)
By southern and other senators, which want to talk about methods of making rates.

Railway review [Editorial]
The need of development of automatic train stops.
(Railway review, v.63: 52-53; July 13, 1918)
Automatic train control.

Orders of regional directors.
(Railway age, v. 65: 135-36; July 19, 1918)
Some of the more important orders not previously noted.

Railway age [Editorial]
Federal control and valuation work.
(Railway age, v. 65: 113; July 19, 1918)

1918, July.
Mandoo endorses store door delivery. Has specified system will be organized at once. To take steps to prevent fuel conservation.
(Journal of commerce, July 9, 1918, sec. 1)

Morgan, W. E.
New delivery plan warmly endorsed. Will prove of tremendous value, says W. E. Morgan.
(Journal of commerce, July 9, 1918, sec. 1)

New railroad systems are steadily operating [illegible] under Federal control. Working on old operating [illegible] new ones. But some of the larger roads [illegible] signal, Federal [illegible] directors for different [illegible] not affected.
(Wall street journal, July 9, 1918, sec. 1)

Rail conference called. Freight [illegible] improvement [illegible].
(Journal of commerce, July 9, 1918, sec. 1)

Willard, H. C.
Transportation. Freight [illegible].
[illegible] Transportation [illegible]
Address before the [illegible]

National association of [illegible]
[illegible] letter to [illegible]
[illegible] to [illegible]
[illegible]
1918. [illegible]

Mandoo [illegible]
(Journal of commerce, July 9, 1918, sec. 1)
[illegible]
[illegible]

[illegible]
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(Journal of commerce, July 9, 1918, sec. 1)
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1918, July.

Railway age [Editorial]
Government operation and railroad accidents.
(Railway age, v.65: 115-16; July 19, 1918)

Railway gazette [Editorial]
Reorganization of the U. S. Railways.
(Railway gazette, v.29: 64-65; July 19, 1918)
...under government operation...

Russell, C. L.
Store door delivery plan is criticised. C. L. Russell says proposal is an enormous one...Sees solution in bonded trucking companies.
(Journal of commerce, July 20, 1918, p. 3, col. 7)
C.L. Russell, president and principal owner of Russells express...

More than 75,000 trucks and cars ordered. Four designs for standardizad trucks and three for passenger coaches are selected...
(Wall st. journal, July 26, 1918, p.2, col. 2)

Railway age [Editorial]
Railway earnings and expenses.
(Railway age, v. 65: 156-57; July 26, 1918)
Comparison of figures for May, 1918, with May, 1917.

National conference to suppress freight car robberies.
(Railway review, v.63: 120-22; July 27, 1918)
Drive begun by the Railroad administration.

Traffic world [Editorial]
The New rate-making system.
(Traffic world, v. 22: 165-55; July 27, 1918)

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The causes of increases in operating expenses.
(Railway age, v.65: 245-246; August 9, 1918)
...contrast between British and American methods of government operation...

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Strunsky, Simeon.
Why not take over the tides?
(Evening post magazine, August 10, 1918, p.2)
...as well as the railroads...

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Water power and railroads.
(Journal of commerce, August 14, 1918, p.4, col.5)
...comment on McAdoo's proposed electrification plans..

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(Railway age, v.65: 302-304; August 16, 1918)

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(Railway age, v.65: 300; August 16, 1918)
...in Southern region...

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McAdoo to inspect New England railroads next week.
(Journal of commerce, August 27, 1918, p.1, col.7)

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The increase of railway expenses.
(Railway age, v.65: 368; August 30, 1918)
...under government operation...

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Railway age. [Editorial]
Efficiency under government and private management.
(Railway age, v.65: 418-420; September 6, 1918)
...comment on statement of Theodore H. Price, published in the Outlook for August 7th...

Lawrence, David.
Win the war, first, M'Adoo R.R. slogan. Financial comparisons and government ownership question can wait for peace. Rush troops to seaboard.
(Philadelphia evening bulletin, September 7, 1918)

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Government operation from the standpoint of a freight claimant.
(Traffic world, v.22: 501-503; September 7, 1918)

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(Journal of commerce, September 10, 1918, p.3, col.6)

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Seven months of government control.
(Railway age, v.65: 468-469; September 13, 1918)
..comment on Mr. McAdoo's report of seven months' work...

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(Commercial and financial chronicle, v.107: 1038-1040; September 14, 1918)

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(Traffic world, v.22: 535-541; September 14, 1918)

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The operating contract and the future of railroad securities, thereunder. An address delivered before the American bankers' association at Chicago, September 24, 1918. [New York, 1918] 24 p. 8°

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(Railway age, v.65: 595-596; September 27, 1918)
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(Railway age, v.65: 686-687; October 18, 1918)
Propaganda carried on by government agencies.

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Beshdolt, Jack.
Uncle Sam turn the trick.
(Railroad man's magazine, v.37: 441-447; November, 1918)
Changes in railroad operation, especially in passenger service.

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Organization of American railroads under government control.
(Quarterly journal of economics, v.33: 188-195; November, 1918)
...description of working of Director general's organization...

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Mr. McAdoo's claim of increased efficiency.
(Railroad herald, v.22: 248-249; November, 1918)

Prouty, Charles A.
Address...[on the attitude of the shippers towards the Railroad administration...]
(National industrial traffic league. Proceedings of the annual meeting, Cincinnati, November, 1918, p.16-23)

Unification of our transportation system.
(Express gazette, v.43: 347; November, 1918)

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Traffic conditions in Central western region...
(Railway review, v.63: 648-650; November 2, 1918)

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On the jurisdiction of state commissions over the Railroad administration...

Marked success of "Sailing day" plan.
(Railway age, v.65: 860; November 15, 1918)
...in Northwestern region...

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(Railway review, v.63: 693-695; November 16, 1918)

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Unified railroad system to be continued. Coming of peace will not alter plans of Director General McAdoo. Uniform rates sought. Government ownership regarded as large issue of 1920 campaign.
(New York sun, November 16, 1918, p.3, col.3)

M'Adoo will continue to unify operations. Policy permanent despite ending of hostilities.
(Journal of commerce, November 18, 1918, p.9, col.8)

Utilities control center of attack by Republicans. Senators in caucus warn administration of united front on reconstruction; Congress to be assertive
(New York times, November 20, 1918, p.1cols.1)
...Ownership of railroads, telegraphs, and cables chief point of contention...

M'Adoo resigns from Wilson cabinet; To quit railroad administration also.... President accepts resignation...
(Journal of commerce, November 23, 1918, p.1, col.1-3)
..W.D.Hines talked of for railroad directorship...

May hurry issue as to railroads. Mr. McAdoo's retirement brings government ownership question to front. Who will succeed him?
(Washington star, November 24, 1918, part 1, p.23, col.1)

Journal of commerce. [Editorial]
What was McAdoo's motive?
(Journal of commerce, November 26, 1918, p.4, col.5)
...in resigning...

Spence, Lewis J.
Address before the Traffic club of New York...November 26, 1918..
[Subject] Relinquishment of railroads by the Government. [New York] The Traffic club of N.Y. [1918] 5 p. 8°

Press comments on McAdoo's retirement. In general, there is appreciation of his work but not agreement on reasons for resigning.
(Railway age, v.65: 969-972; November 29, 1918)
...editorial comments from all sections of the country...

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The retirement of Mr. McAdoo.
(Commercial and financial chronicle, v.107: 2028-2030; Nov.30, 1918)
Mr. McAdoo's conduct as Director general of the railroads, p.2029-2030)

Kansas to dispute authority of Director general of railroads.
(Commercial and financial chronicle, v.107: 2065; Nov.30, 1918)
...from Topeka "Capital" of November 24, 1918...

McAdoo, William Gibbs.
Mr. McAdoo on railroads' war service.
(New York evening post, Transportation supplement, November 30, 1918, p.1)
Aim of the Administration has been to furnish adequate and efficient transportation without loss while at the same time establishing reasonable wages and working conditions for employees...

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National industrial traffic league opposed to government control of railroads- C.A.Prouty's views.
(Commercial and financial chronicle, v.107: 2064; November 30, 1918)

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Operating the railroads under Government control.
(New York evening post, Transportation supplement, Nov.30, 1918, 2,5)
A summary of what has been accomplished in the direction of greater efficiency under the Director general...

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President Wilson and the railways; what has been said by various persons, organizations and newspapers about the transportation problems set forth in the message to Congress, condensed and arranged for busy citizens. New York, Railway business association, 1918
18 p. 1 l. 8°
Compiled by F.W.Noxon.

Limited private ownership of roads is plan. Wilson's suggestion for a modified U.S. control wins legislators. M'Adoo idea approved....
(New York sun, December 3, 1918, p.1, col.5, p.2, col.4)
...comment on President's address...

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Resolutions adopted at meeting of member roads, Chamber of commerce, New York city, December 4, 1918.
2 mimeo. pages. 4°
...meeting called by the Railway executives' advisory committee...

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Amster for uniform system for railroads. Sees disadvantage in returning lines now to former status- Need a policy for operation.
(Wall street journal, December 5, 1918, p.6, col.4)

125 railway heads plan future policy. Legislative program in hands of enlarged executive committee. Net allowance gained.
(New York sun, December 5, 1918, p.9, col.6)
...association of railway executives...

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Nine months of Federal control.
(Railway age, v.65: 1002; December 6, 1918)

New schedule for Chicago live stock. Plan to prevent congestion in Union stockyards and resulting blockade on terminal lines.
(Railway age, v.65: 1005-1006; December 6, 1918)

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Fess attacks railroad control. Tells credit men service was never do bad as it is at present.
(Washington Post, December 6,1918)
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Annual report Interstate commerce commission. Fundamental aims of railway policy discussed. The Commission's relations to Federal control.
(Railway age,v.65: 995-1002; December 6,1918)

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President proposes to relinquish railroads. Urges Congressional study of the problem but opposes prolonging period of uncertainty.
(Railway age,v.65: 989-990; December 6,1918)
Editorial comment,p.986-987.

Commercial and financial chronicle.[Editorial]
The President and the return of the railroads to their owners.
(Commercial and financial chronicle,v.107: 2126-2128;Dec.7,1918)

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...U.S. railroad administration;Washington; effect of federal control on railway labor; address by W.S. Carter...before the Academy of political science,38th annual convention...New York city,December 7,1918.
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The railway executives' advisory committee declares government ownership and operation not conducive to highest efficiency.
(Commercial and financial chronicle,v.107: 2156-2157;December 7,1918)

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(Commercial and financial chronicle,v.107: 2158; December 7,1918)
Luigi Criscuolo.

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McAdoo,William Gibbs.
[Letter...to Hon.T.W.Sims,chairman,Interstate and foreign commerce committee,U.S.House of representatives, and Hon.Ellison D.Smith,chairman,Interstate commerce committee,U.S.Senate...advocating five-year railroad control....] December 11,1918. Washington,1918. 4 p. mime. 4°
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Fess, Simeon. D.
Fess attacks railroad control.
(Railway age, v.65, 1918)

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Return the railroads and other public utilities to their owners.New York, 1918. 1 typewritten page. f°
Resolutions adopted December 11,1918.

...Railroad stocks decline on news of proposed five-year Government operation.
(New York times, December 13,1918,p.18,col.2)

New York times.[Editorial]
The straihgt road to government ownership.
(New York times, December 13,1918,p.14,col.1-2)
...comment on McAdoo five-year plan...

...Rails sell off on McAdoo proposal for five-year Government control...The railroad problem...
(Wall street journal,December 13,1918,p.4,col.4)
..effect of 5-yr.plan recommendation on stock market...

Schiff,Jacob H...[and others..]
Financiers oppose McAdoo's five-year plan. Jacob H.Schiff and others would limit railroad control to period already fixed.
(New York times, December 13,1918,p.19,col.2)
S.Davies Warfield
Newman Erb...

Wide opposition shown to 5-yr. control of roads. McAdoo plans meet disfavor in Congress and among financiers and executives. Assailed in Senate debate.
(New York times,December 13,1918,p.1,col.1,p.16,col.2)

Guiterman,Arthur.
The Biograph. William Gibbs McAdoo...
(Wall street journal,December 14,1918,p.2,col.3)
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..poem..

Investment bankers' association of America.
Action on question of railroad control.
(Commercial and financial chronicle,v.107: 2256; December 14,1918)
...at the annual convention,Atlantic City,December 9-11,1918.

Sines, G.H.
Adjustments under government control of industry...
(Railway review,v.63: 858-857;December 14,1918)
...address before Labor reconstruction conference,December 7,1918.

Shonts,Theodore P.
Theodore P. Shonts on "Today's railroad problem."
(Commercial and financial chronicle,v.107;2249;December 14,1918)

A Vanished railroad ghost.
(Literary digest,v.59: December 14,1918,p.13-14)
...anent government ownership...

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Wall street journal.[Editorial]
Mr. McAdoo's reasoning.
(Wall street journal, December 14, 1918, p.1, col.2)

Carter, W.S.
Effect of Federal control on railway labor. An outline of efforts to create improved conditions....
(Railway age, v.65: 1061-1064; December 15, 1918)

McAdoo, William Gibbs.
McAdoo proposes extention of Federal control.....
(Railway age, v.65: 1051-1053; December 15, 1918)
Editorial comment, p.1037..

.....McAdoo wants action.
(New York sun, December 17, 1918, p.10)
'...alleged statement before private committee meeting of Senate committee on Interstate commerce: "Unless there is an immediate and better response by Senators and Representatives to my proposal [for 5 year control]...I shall advise President Wilson by wireless that the railroads should be returned to private owners on January 2..."

Hines backs McAdoo on railroad policy. Agrees roads should be turned back now or control extended five year. Talked of as director..Reports that he will succeed McAdoo as railroad head revived by statement....
(N.Y.Times, December 18, 1918, p.17, col.6)

Revolving fund exhausted.
(New York sun, December 18, 1918, p.12)

U.S.will hold roads until Congress acts. Wilson and McAdoo have not intention of releasing them next month...
(New York sun, December 19, 1918, p.1)

Association of railway executives.
Principles that should be incorporated in a plan providing for government regulation of carriers engaged in interstate commerce..[December 20, 1918]
1 p.l. 7 mime. pages. f°
Preceded by Summary of proposed plan, 1 l.
.....Another issue [undated] 7 mime. p. f°
.....Final revision of January 5, 1919, 10 mime. pages. f°
...presented by T.DeWitt Cuyler, chairman to Senate committee on Interstate commerce, January 9, 1919.

Hard knocks for McAdoo five-year plan. Public sentiment in all parts of the country apparently against government ownership and alive to the danger.
(Railway age, v.65: 1117-1120; December 20, 1918)

Hines, Walker D.
Railroad policy discussed by Hines. Assistant to McAdoo explains reasons for desiring five-year extension of Federal control.
(Railway age, v.65: 1096-1102; December 20, 1918)

1918,December.
McAdoo,William Gibbs.
Says railway rates could be reduced. McAdoo also believes five-year Federal control would point to private ownership.
(New York,December 20,1918,p.9,col.3-4)

Pennington,M.E.
Development of a standard refrigerator car. An outline of the Department of agriculture(s investigations and the attending results.
(Railway age,v.65: 1115-1117;December 20,1918)

The Railroad question in Congress. Little sympathy shown toward the Director-general's five-year proposal.
(Railway age,v.65: 1101-1102; December 20,1918)

Railway age. comp.
The officers of the railroads under Federal control.(Including the names of the Federal and general managers,the chief purchasing officers,the chief mechanical officers,the chief engineers and their headquarters.)
(Railway age,v.65;December 20,1918,Supplement no.2,inserted betwee pages 1100 and 1101)

.....The organization of the United States railroad administration.
(Railway age,v.65: Supplement no.1,to issue of December 20,1918,inserted between pages 1124 and 1125)

Aishton,R.H.
Unified control of railways.
(Railway review,v.63: 879-88: December 21,1918)
Address before Western railway club,December 16,1918.

Government standard refrigerator car. Permanent insulated buklheads,floor racks,and "hanging basket of ice" features of Administration's design.
(Railway review,v.63: 865-868;December 21,1918)

High railroad rates justified.
(Bache review,December 21,1918,p.1)

Hubbard,Harry.
The case of the railroads.
(Wall street journal,December 21,1918,p.8,col.2)
...Constitutional aspects of railroad control...

McAdoo,William Gibbs.
McAdoo puts government ownership of railroads up to people.
(Commercial and financial chronicle,v.107:2340;December 21,1918)
...from New York tribune,December 16,1918...

.....Mr. McAdoo suggests reduction in railroad rates if Federal control is continued.
(Commercial and financial chronicle,v.107:2340;December 21,1918)

1918,December.
U.S.operating head of railroads quits. Carl R. Gray's resignation is fifth in month.
(New York sun,1918,p.4,col.3)

Opinion of railway supply indsutry sought. What are the views of those who sell goods or services to railways on a future transportation system?
(Railway age,v.65: 1161-1163;December 27,1918)

Railway age.[Editorial]
Can rates be reduced?
(Railway age,v.65: 1143-1144;December 27,1918)

Why not help the railroads now?
(Railway age,v.65: 1171-1172;December 27,1918)
...abstract from Editorial in Manufacturers' news, Dec.19,1918...

1918,Maps,Summaries,etc.
Maps of Regional Districts...
(Railway age,v.64:1373,1467;June 7,21,1918)
Map in June 7 issue shows 5 regions and 2 sub-districts:Eastern, with Ohio-Indiana and New England sub-districts;Allegheny,Pocahontas,Southern and Western...
Map in June 21, issue shows 7 regions: Eastern,Allegheny,Pocahontas,Southern,Southwestern,Central western and Northwestern...

Railroads and systems of transportation under Federal control...
SEE: U.S.R.A.Division of traffic.Circular no.5, issued October 10,1918, List of railroads and systems of transportation under Federal control....

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Will carry out President's policies, the new director general says for support of labor and public.
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Interstate Commerce Commission's report where in it recommends national railroad system under state owned design.
(Official U. S. bulletin, v.3, no.20, 1919, p.1)

Railroad deficit, distribution of, from freight rates.
Revenue under new compensation, per ton per mile, 20% more than this year. Passenger rate low. Deficit, 1918.
(New York times, Jan. 20, 1919, p.1, col.1, p.17)

U. S. Railroad administration.
Government report on, extent of shopmen's grievances.
(Annalist, v.13:94-95, Jan. 20)
Chart showing amount of work performed in industrial and public service.

1919, January.
U. S. Railroad Administration.
Interpretation of railroad wage order concerning certain electrical workers.
(Official U. S. bulletin v.3: Jan., 20, 1919,p.28)
...interpretation no. 2 to supplement no 4, to general order no. 27...

U. S. Railroad administration.
Price of coal to railroads and wage seale to miners.
(Official U. S. bulletin v.3:Jan.,20, 1919, p.7)

Wages to send freight rates 10 p.C. higher. Billion dollar payrolls a year to cause deficit of $500,000,000. Big drop in rail traffic. Roads' revolving fund...virtually exhausted already...
(New York sun, January 20, 1919, p.1,col.1, p.3,col.8)

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...Pacific lumber company et al. v. northwestern railroad company et.al. Washington, Govt. Print. office, 1919.
[1] 738-772,v.p. map. 8°
At head of title: 5560 Interstate commerce commission.N.9395.
Submitted Oct. 3, 1918. Decided Dec.6,1918.
Comment in N.Y.Times, Jan.21, 1919.

Hines,Walker D.
Denies considering freight rate rise. Director general Hines issues statement on the railroads' problems for 1919.
(New York times, January 21, 1919, p.15,col.3)
...also in Official U.S. bulletin, Jan.22,1919,p.5...

Hines explains rates situation. Denies Railroad administration plans to increase basic tariff. Hopeful about traffic...
(New York sun, January 21, 1919, p. 3, col 1.)

New York sun. [Editorial]
Still higher freight rates.
(N. Y. sun, January 21, 1919, p.6, col.8)

Hines, Walker D.
Mr Hines addresses passenger men.
(Railway age, v.66: 244; Jan.24, 1919)
...address of Jan.,22, 1919, abridged...

Hines Walker D.
Hines promises better service. Says his aim will be to improve passenger transportation. To restore efficiency. Will provide adequate information for public and increase facilities.
(New York sun, Jan. 23, 1919, p.1,col.2)

Labor recruting conference at Chicago.
(Railway age, v.66:243-244;Jan.24,1919)
...called by Federal employment service to confer on wages and means of obtaining railroad labor...

1919, January.

U.S.: National administration.

Proposes National control railroad employees according certain industrial workers.

Outlook (Indianapolis), vol.[illegible], p.[illegible], 1919, p.28)

...Improperly interpretation supplements national order ...no. 27...

U.S.: National administration.

Proposes Railroad employees endorse eight hours.

Outlook (Indianapolis), vol.[illegible], 1919, p.[illegible])

Proposes to secure definite [illegible] payroll ...tion. Investigation in mail ...Bundle. [illegible] vacation [illegible] already...

New York (New York), 20 March 1919, p.[illegible], col.3)

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[illegible] 1919-1920, p.[illegible] map. 8°

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Wilkes, Walter E.

Proposes [illegible] Director General Hines ...tion. [illegible] for 1919.

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Explains reason [illegible] Director General [illegible] ...tion to [illegible] traffic...

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1919, January.

Railway age [Editorial]
Advances to railroads versus slow pay.
(Railway age, v.66:233;January 24, 1919)
...inability of railroads to meet debts, etc., on account of slowness of Administration in advancing rental funds...

Railway age [Editorial]
Will another advance in rates be necessary?
(Railway age, v.66:235-236;Jan. 24, 1919)

Railway earnings drop $250,000,000. Estimated total for year under government operation is $713,000,000. Wage increase big item. Added $636,000,000.....
(New York times, January 24, 1919, p.1,col.2)

[Resignation of A. W. Thompson, Federal manager of B & O. eastern lines...]
(Railway age, v.66:278;January 24, 1919)
Editorial comment, p. 233.

Standard passenger car equipment.
(Railway age, v.66:255-256; January 24, 1919)
...passenger and combination cars... diagrams...

Glass, Carter..
$750,000,000 more is asked to run roads. Money for improvements, which will be repaid, Glass says. Loss of $196,000,000...
(New York sun, Jan.25, 1919, p.1,col.1)

Hines, Walker D.
Hines asks new $750,000,000 fund to finance roads.
Estimates 1918 and 1919 needs at that sum, beside former revolving fund. Part of it to be repaid...Director says amount fixed will be required regardless of Congressional policy...
(New York times, Jan 25, 1919, p.1,col 1,p.6)

Kruttschnitt, Julius.
What of the future?
(Railway review, v.64:126-127; January 25, 1919)
...address to Pacific railway club...

New England view of difficulties in R. R. problem Government operation is unsatisfactory. Favor an early return. Say present methods run counter to trained business judgment of the country.
(New York evening post, Jan. 25, 1919, p.4,col.2)

Rail wage decision off until March 1. Will be retroactive, being in force at present time.
(N. Y. sun, January 25, 1919, p.3,col.6.)

Railway review. [Editorial]
State commission becoming restless.
(Railway review, v.64:143;January 25, 1919)

Government
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[illegible] (cont'd)

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Advances to railroads verses also pay.
(Railway age, [illegible] January 24, 1919)
...Inability of railroads to meet debts, etc., on account of
...slowness of administration in advance [illegible]
[illegible] Transport.

Railway age [Editorial]
Will anything happen in rates be necessary.
(Railway age, [illegible] January 24, 1919)
[illegible]

Railway earnings drop $250,000,000. Estimates [illegible] for year under
[illegible] government control is $1,000,000,000 [illegible] for [illegible]
[illegible] $250,000,000 [illegible] increase [illegible]
[illegible]
(New York times, January 24, 1919)

[Resignation of [illegible] Thompson, Federal [illegible]
[illegible]]
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[illegible]

Standard passenger car equipment.
(Railway age, [illegible] January 24, 1919)
[illegible] combination car [illegible]

Glass, Carter.
[illegible] to run [illegible]
[illegible]
(New York [illegible] January 24, 1919)

Hines, William.
[illegible]

Kruttschnitt, [illegible].
[illegible]

New [illegible]
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Rail [illegible]
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Railway [illegible]
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1919, January.
Wooley, Robert W.
...Address delivered before the University club of Buffalo,N.Y., January 25, 1919, on the present transportation problem.
22 mime p. 4°
Urging McAdoo railroad plan.
Abstract in New York sun, Jan.26,1919, p.14.

Rayburn, Sam.
Government ownership of railroads and allied subjects. Speech... in House of representatives, Thursday, Jan. 30, 1919...
[Washington, Govt. print. off., 1919] 4 p. 4°
...reprinted from Congressional record...

U. S. Railroad Administration.
Mr. Thelen made director of Public Sercice division.
(Official U. S. Bulletin v.3:Jan., 31, 1919, p.2)
Appointment effective February 1. of Mr.Max Thelen as Director of the Division of Public Service.

U. S. Railroad administration.
New railroad scrip book.
(Official U. S. bulletin v.3: ; January 31, 1919 p.1)
Convenience for travelers will contain coupons worth $90.

U. S. Railroad administration Division of Public Service and Accounting.
Reports of back wages by railroad auditors.
(Official U. S. bulletin v.3:January 31, 1919, p.4)
...P.S. & A circular no. 70.

U. S. Railroad administration.
Railroad Administration call for services of Accountants.
(Official U. S. bulletin v.3: January 31, 1919, p.2)
Public service and accounting circular no. 65.

Hines, Walker D.
Address of Mr. Walker D. Hines, Director general of railroads, before the annual convention of the American passenger traffic association at the New Willard hotel, Washington D. C. January 22, 1919.
Illinois central magazine v.7: 56-57; Feb. 1919)

1919, February.
Mr. McAdoo's five-year plan.
(American review of reviews v.64:130;February 1919)

Railroad trainman [Editorial]
What shall be done with the railroads?
(Railroad trainman v.36:134-36;February, 1919)
"You will have to do something with the railroads, but don't you try to monkey with the men."

1919, February.

Earnings and ownership. Some light shed on one railway problem by this week's statement of income for 1918.
(New York evening post, Feb. 1, 1919, p.1,col.2, Section 2)

New York tribune.[Editorial]
Railway wages and the pay of capital.
(New York tribune, February 1, 1919, p.12, col.2-3)
...wage increases and dividends...

U. S. Railroad Administration.
Director-general of railroads...Public Service and accounting results.
(Commercial and financial chronicle v.108:445;Feb.,1,1919)
From annual report for 1918 of Director general McAdoo.

U. S. Railroad Administration.
Director-general of railroads denies conflict with Interstate commerce commission.
(Commercial and financial chronicle v.108:443;February 1,1919)

U. S. Railroad Administration.
Report of Director-general of railroads...Government contracts.
(Commercial and financial chronicle v.108: 442-43;February 1,1919)

U. S. Railroad Administration.
$750,000,000 appropriation sought by Director General of railroads Walker D. Hines.
(Commercial and financial chronicle v.108:437;Feb.1,1919)

Annual reports of the Regional directors.
(Railway age v.66:361-62;February,8, 1919)
Eastern Region, Pocahontas region, and Southwestern region, reports.

Doing of the U. S. Railroad Administration.
(Railway age v.66: 363-65; Feb., 7, 1919)
Total receipts less than one-fourth total disbursements on the railroads for the month of January.

Railway supply industry is hard hit. Representative concerns tell of difficulties caused by Administration purchasing policy.
(Railway age, v.66:337-341;Feb.7,1919)
...smaller orders, slower pay, etc...

Tie producers discuss conditions in industry.
(Railway age v.66: 343-48; Feb., 7, 1919)
Consider new specifications and methods of purchase brought about by centralized control of railroads.

Drop freight embargo. Administration cancels restrictions on Manhattan and Bronx.
(New York times, February 14, 1919, p.22, col.4)

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1919, February.

U. S. Railroad Administration.
Spens as export director. Duties of Exports control committee transferred to him.
(New York times, February 14, 1919, p.20, col.2.)

$750,000,000 rail fund waits. Opposition to appropriation asked by Hines taking stronger form. Bill not even drawn. Republicans display increasing desire for retrenchment as huge costs pile up.
(New York sun, February 17, 1919, p. 1, col 4.)

Gossip of Wall street ... Rails improve...
(New York sun, February 18, 1919, p.8,col.4)

To lower freight rates. Railroad administration readjusts rail and water charges.
(New York sun, February 18, 1919, p.9,col.2)
..."the changes will affect principally shipments between Gulf and Atlantic ports..."

U. S. Interstate commerce commission.
Roads' revenues at highest mark. I.C.C. report of earnings of 195 principal lines shows $4,913,819,000 total. Expenses also increase. Administrations' income after deductions amounts to but $690,418,000.
(New York sun, February 18, 1919, p.8,col 1.)

Dining cars cling to war portions. A la carte menus restores, but conservation policy will continue. Gain for light eaters. Smaller amounts will be served at one-third saving in price.
(New York sun, February 19, 1919, p.8, col.7.)

Private cars again in use on railroads. Administration lifts ban placed during war, and demand exceeds supply.
(New York world, February 19, 1919, p.11, col.5.)

To return freight cars to roads.
(New York sun, February 19, 1919, p.13, col 3.)
..."as another step toward restoration of normal pre-war conditions..."

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[illegible] Prohibition Initiative etc. (cont'd)
[illegible]
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[illegible] Prohibition Administration.
[illegible] as support dimension. [illegible] of Exports, coupled [illegible]
[illegible] prohibition.
(New York Times, February 1st, 1919, p.20, col.3.)

[illegible] dry, and hard water. Opposition to application [illegible]
by Miners Working Women Form. Will not even drink. Prohibition
[illegible] Prohibition [illegible] as high [illegible]
(New York Sun, February 17, 1919, p. 1, col 4.)

[illegible] on Full Dinner ... Bills Improve...
(New York Sun, February 17, 1919, p.2,col.6)

[illegible] Foreign Ports. Railroad [illegible] Prohibition [illegible]
water, [illegible].
(New York Sun, February 18, 1919, p.3,col.3)
..."The whisper will affect principally [illegible] between
Gulf and Atlantic ports..."

[illegible] Interests Commence Campaign.
[illegible] Brewers in Highway [illegible]. I.C.C. report of [illegible]
[illegible] Association Issues [illegible]. Report
[illegible] Transportation Issues [illegible]
[illegible]
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[illegible] Prohibition for [illegible]. In [illegible] States.
[illegible] Prohibition policy will continue. Ga'a for Light [illegible]
[illegible] will be carried on one-third saving in price.
(New York Sun, February 19, 1919, p.8, col.7.)

[illegible] Prohibition Director. Administration Lists for
[illegible] Appointments [illegible] in country.
(New York Sun, February 19, 1919, p.11, col.3.)

[illegible] Prohibition [illegible].
(New York Sun, February 19, 1919, p. 12, col 3
..."[illegible] step toward [illegible] of [illegible]
[illegible]..."

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Part III- B

Hearings On Extension Of Federal Control, etc.,
and Plans for Future Control and Operation
of the Railroads of the United States.

U.S. Senate. Committee on Interstate commerce.
Extension of tenure of government control of railroads. Hearings before the Committee on interstate commerce, U.S. Senate, 65th Congress, 3d session, on the extension of time fore relinquishment by the government of the railroads to corporate ownership and control. pt.1- Washington, Govt. print. off., 1919-
pts 8°
[Five parts, covering hearings from January 3 to January 28, 1919, published to date..]
Part I. Statement of Director general McAdoo, p.4-124. (Jan.3-8, 1919)
Director general's reports on Operation, Traffic, and Lbaor, reprinted, pp.125-237.
...Abstract, Official U.S. Bulletin, Jan.6, 1919, p.7...
...Abstract, with comment, Trade and Transportation bureau. Our weekly letter, January 11, 1919...
...[Editorial comment] Railway age, v.66: 235-236; Jan.24, 1919.
..."How Carter Glass's constituents view five-year railroad control." (Commercial and financial chronicle, v.108: 440; February 1, 1919...

Part 2. Statement of Interstate commerce commissioner Clark, pp.231-303, 305, 339-347... (Jan.7-9, 1919)
Statement of T. DeWitt Cuyler, for Association of Railway Executives, p.305-337..
Sisson-McChord correspondence, p.286-297.
Commissioner Woolley's dissenting opinion, p.238-239.
...Abstract of Com. Clark's statement: Trade & Trans.bur. Our weekly letter, January 18, 1919...
...[Editorial comment on Mr. Cuyler's statement; Ry. age, v.66: 177-179; January 17, 1919...

Part 3. Statement on Commissioner Woolley, advocating five-year control, p.379-430.
List of steam railways under Federal control, Jan.2, 1919 p.407-417.
List of railways <u>not</u> under Federal control, which are in the hands of the receivers, p.418.
Statement of Alfred P. Thom, p.430-437.
S.T. Bledsoe's article: "Conflict of law in regulation of securities, capitalization, rates, and incidental matters, p. 537-551.
...[Editorial comment] on Com. Woolley's statement: (N.Y. times, February 17, 1919, p.12, col.1..
...Abstract of Mr. Thom's statement: (Railway age, v.66: 261-264; January 24, 1919...
...Abstract of Mr. Thom's statement: (N.Y. times, January 21, 1919, p.17, col.1...

Part 4. Mr. Kruttschnitt's statement, p.555-605. (Jan.22, 1919)
...Abstract: N.Y. sun, Jan.23, 1919, p.11, col.5...

Plans for Control and Operation of the Railroads in the Future...(cont'd)

U.S.Congress.Senate. Committee on Interstate commerce.
Extension of tenure of government control.....Hearings...(cont'd)
Part 4. Statement of Mr. Kruttschnitt...
...Abstract: N.Y.times, January 23,1919,p.1,col.1,p.4,col.5...
N.Y.evening post, Jan.25,1919,sec.2,p.1,col.1...
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Part 5. Statement of Clifford Thorne,p.607-672...
Statement of R.C.Fulbright,p.673-700...
...Reviewed in Commercial and financial chronicle,v.108: 441;February,1919...

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1919, Jan.30.
Elmquist, Charles E.
[Statement...before Senate committee on Interstate commerce in behalf of National association of railway and utilities commissioners...]
...Abstract: N.Y.times, January 31,1919,p.15,col.2...
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Finn, L.B.
[Statement...before Senate committee on Interstate commerce in behalf of Kentucky railroad commission...]
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Burr, R.Hudson.
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...Abstract: Railway age, v.66:360-361;February 7,1919...
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[n.p.,n.d.] 20 p. 12°
Submitted January 31, 1919.

Plans for Control and Operation of the Railroads
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Extension of tenure of government control. Hearings. (cont'd)
Part 4. Statement of Mr. Prentiss Marshall. (cont'd)
...Abstract: N.Y.times, January 22,1919, p.15, col.1.
...N.Y.evening post, Jan.23,1919, p.1, col.1.
...Text of statement of Mr. Marshall, N.Y.times, January 26,1919...
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...Reviewed in Commercial and financial chronicle, v.108:
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Commerce relative to Railroad policy, not yet published in the
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Filmpulat, Charles Wood. Government control of railroads.
[Statement...bdl rev.Commerce...]
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[Statement...Abstract: N.Y.times, January 22,1919,p.15,col.1...
[Statement...N.Y.evening post,Jan.23,1919,p.1,col.1...
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[Statement...Kentucky railroad commission...]
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1919,January.Resolutions of commercial organizations...
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[Statement...Senate...]
Pope,Jesse E.
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Warfield, S.Davies.
Statement....before the Committee on Interstate commerce, United States Senate, January 31, 1919. Return and regulation of the railroads.[n.p., 1919] 1 p.l. 39 p. 4°
....Exhibits to accompany statement...[n.p., 1919]
cover-title, 13 tab., fold.map. f°
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Hines, Walker D.
[Abstract of statement to be given by Walker D.Hines, Director general of railroads before the Senate Interstate commerce committee, February 3, 1919.] 5 mime. p. 4°
..Abstract also in Railway age, v.66:353-361; February 7, 1919..

Cotterill, Charles E.
[Statement before Senate committee...February 7, 1919..]
..for Southern traffic league...
..Abstract, with comment in Traffic world, v.23:352-354; February 15, 1919..
..Abstract: Railway age, v.66: 399-400; February 14, 1919...

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..Memorandum presenting suggested plan for railway reorganization..before the Interstate commerce committee of the U.S.Senate. Washington, 1919. 29 p. f°
..Abstract: Railway age, v.66:353-361; February 7, 1919, with Editorial comment, p.383-384..
..Abstract of Mr. Plumb's cross-examination, Traffic world, v.23 : 354; February 15, 1919.

Garretson, A.B.
[Statement before Senate committee on Interstate commerce on behalf of railroad brotherhoods...February 10, 1919...]
Abstract: Traffic world, v.23:354-357; February 15, 1919, with comment: "The germ that practical men see." p. 341.
..Abstract: Railway age, v.66: 397-398; February 14, 1919, with editorial comment, p.383-384..

Bunn, C.W.
[Statement..before Senate committee on Interstate commerce, Feb.13, 1919]
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Freer, G.M.
[Statement..before Senate committee on Interstate commerce, for National industrial traffic league...February 14, 1919..]
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[Plans for reorganization, etc. of the railroads, submitted to the Committee in the form of written documents...]

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Solution of the railway problem; outline of plan [N.Y?1919]
18 p. 8°
Federal corporations under the control of a Federal railroad board, with guaranteed minimum dividends..
Comment: N.Y.sun, Jan.19, 1919, p.14.
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Abstract: Railway age, v.66:264; Jan.24, 1919.
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Dawes, William R.
[Plan for reorganization of railroads...]
(Traffic world, v.23:359; February 15, 1919)
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Rea, Samuel.
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Governmental railroad policy. Statement by R.S.Lovett, January 1, 1919..
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Abstract: Railway gazette, v.30:167; Jan.31, 1919.

Warburg, Paul M.
A suggestion of the main principles on which the solution of the railroad problem should be sought. Address...at the monthly meeting of the Chamber of commerce of the State of New York, February 6, 1919. New York city.
[New York, 1919] 36 p. 8°

Kahn, Otto H.
O.H.Kahn opposes Warburg R.R.plan. Would retain best features of Federal control and abolish hampering ones. Favors private efforts...
(N.Y.sun, February 19, 1919, p.13, col.1)
...paper, "A suggestion concerning to-day's railroad problem" read before Brooklyn chamber of commerce, February 18, 1919...

Bills,Resolutions,etc. Introduced into the Congress of the U.S. with regard to Railways since January 1,1919.....

U.S.Congress.Senate.

..S.5432...A Bill to amend an Act entitled "An Act to provide for the operation of transportation systems while under Federal control,for the just compensation of their owners, and for other purposes" approved March 21,1918.....January 27,1919... 4 p. 4°

Introduced by Mr. Cummins.

Read twice and referred to the Committee on Interstate commerce...

U.S.Congress. House of representatives.

H.R.13707...A Bill to amend an Act entitled "An Act to provide for the operation of transportation systems while under Federal control,for the just compensation of their owners and for other purposes."....January 7, 1919... 2 p. 4°

Introduced by Mr. Sims.

Referred to the Committee on Interstate and foreign commerce and ordered to be printed..

.....H.R.14186...A Bill to provide for the incorporation of Federal railroad companies and the regulation thereof, and to establish a system of supervision of railroads in the United States,and for other purposes...January 11,1919.... 16 p. 4°

Introduced by Mr. Dewalt.

Referred to the Committee on the Judiciary and ordered to be printed.

.....H.R.14820... A Bill to amend an Act entitled "An Act to regulate commerce approved February fourth,eighteen hundred and eighty-seven,and all Acts amendatory thereof, and to enlarge the powers of the Interstate commerce commission,approved June twenty-sixth,nineteen hundred and six."..... January 21,1919...

Introduced by Mr. Esch..

Referred to the Committee on Interstate and Foreign commerce and ordered to be printed...

.....H.R.15099...A Bill to amend section ten of an Act entitled "An Act to provide for the operation of transportation systems while under Federal control,for the just compensation of their owners,and for other purposes," approved March twnety-first,nineteen hundred and eighteen.....January 25, 1919... 4 p. 4°

Introduced by Mr. Esch...

Referred to the Committee on Interstate and Foreign commerce and ordered to be printed...

.....H.R.15325....A Bill to amend section six of the Act entitled "An Act to provide for the operation of transportation systems while under Federal control,for the just compensation of their owners and for other purposes," approved March 21,1918... January 29,1919.. 2 p. 4°

Introduced by Mr. Cleary..

Referred to the Committee on Interstate and Foreign commerce and ordered to be printed.

U.S.Congress.House of representatives.
...H.R.15338... A Bill to amend an Act entitled "An Act to regulate commerce," approved February fourth,eighteen hundred and eighty-seven, and all Acts amendatory thereof,by providing for equal and identical rights,accomodations,and privileges for all persons applying for interstate transportation,and prohibiting discrimination on account of race, color,or previous condition of servitude,and for other purposes.....
January 29,1919... 4 p. 4°
Introduced by Mr. Madden..
Referred to the Committee on Interstate and foreign commerce and ordered to be printed..

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Miscellaneous comments on the various plans presented,etc...

Railway age.[Editorial]
Solving the railroad problem.
(Railway age,v.66:177-179;January 17,1919)

Railroad "plans". Verdict of a northwestern community after reading the solutions proposed for the railway problem. Why government operation has proved unpopular.
(N.Y.evening post,February 8,1919,Section 2,p.1,col.1)

Railway age.[Editorial]
Early action regarding the railways needed.
(Railway age,v.66:382-383;February 14,1919)

Traffic world.[Editorial]
The five years plan.
(Traffic world,v.23: 339;February 15,1919)

No more increases.
(Traffic world,v.23: 342;February 15,1919)
...in rates..."because of the furor created by the declarations made at the Capitol by Messrs.Thorne,Cotterill,etc..."

Railroad plans suggested.
(Traffic world,v.23: 359;February 15,1919)
...comment on Dawes and Morawetz plans...

Traffic world.[Editorial]
The pressing need.
(Traffic world,v.23: 339-340;February 15,1919)
..for simplification of views presented to the Senate committee on Interstate commerce...

Labor's bid for the railroads.
(Literary digest,v.60;February 22,1919,p.20)

Expect revolving fund to pass.Measure adding $750,000,000 comes up in House for roll call vote today...Dyer declares employees of roads operate propaganda for Federal control..
(New York sun,February 21,1919,p.11,col.4)

U.S.Congress.House of representatives.
...H.R.15338... A Bill to amend an Act entitled "An Act to regulate
commerce," approved February fourth, eighteen hundred and eighty-
and all Acts amendatory thereof and supplemental thereto, and to
rights, accommodations, and privileges of all persons within the
state, transportation, and traffic, by railroad, railway, pipeline,
or provide for enforcement, and prevent discrimination for all persons, carrying for hire,
injury to, or destruction of property, including liability on account of fire,
collision, or explosion, or provision for the protection of property, and for other purposes.....
Referred to the Committee on Interstate and Foreign Commerce.
Referred to the Committee on Interstate and Foreign Commerce and
ordered to be printed.
Reported, to be printed.
Referred to the Committee on Interstate and Foreign Commerce and
ordered to be printed.

Miscellaneous reports on the various
plans presented, etc.
Railway age.[Editorial] Plans ... d,etc...
Solving the railroad problem.
(Railway age,v.46;1-129;January 4,1909)
Railroad plans.Various proposals for the railway problem.
(N.Y.Evening post,Monthly supplement,p.1-2;January 2,1909)
Railway age.[Editorial]
Early action concerning the railways needed.
(Railway age,v.46;1-2;January 1,1909)
Traffic world.[Editorial]
The five years plan.
(Traffic world,v.2;Supplement,February 13,1909)
The five years plan.
(Traffic world,v.2;Supplement,February 13,1909)
No more increase could be made.
(Traffic world,v.2;Supplement,February 13,1909)
No more increase could be made.
(Traffic world,v.2;Supplement,February 13,1909)
Railroad plans suggestions.
(Traffic world,v.2;Supplement,February 13,1909)
Railroad plans suggestions.
(Traffic world,v.2;Supplement,February 13,1909)
Traffic world.[Editorial]
The pressing need.
(Traffic world,v.2;332-334;February 13,1909)
...simplification of rates proposed to the Senate
Committee on Interstate Commerce.
...
...
...abor's bid for the railroads.
(Literary digest,v.60;February 22,1909,p.320)
...
...aspect revolving fund to pass Senate's additional $100,000,000 come up in House
for full call vote today...Dyer draft may embrace amendments ...